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PLEASE QUOTE OUR REF:

June 12, 2017

Regulatory Authority of Bermuda  
Craig Appin House, 1<sup>st</sup> Floor  
8 Wesley Street  
Hamilton HM 11

**Attention: Mr. Mathew Copeland, Chief Executive**

**TARIFF FILING**

Dear Sirs,

This is to advise you that we wish to make the following changes to the fuel adjustment rate ("FAR"):

**Increase from the existing rate of 10.50 cents per kilowatt-hour sold for June 2017 to 11.50 cents per kilowatt-hour sold for July 2017.**

Our current submission is provided using the minimum filing report (MFR) format established by the former Energy Commission. Please note the Commercial Renewable System Excess Energy Rate (CRSEER) representing the rate BELCO would pay commercial owners for excess energy generated but not consumed and exported to BELCO no longer used has been calculated and included in our June 2017 FAR MFR submission as directed per Regulatory Authority letter dated 18 April 2017.

The actual fuel adjustment cost recovery position as at 30 April 2017 was \$438,799 over recovered as compared to the \$411,017 over recovery position projected in our last filing. The \$27,782 favorable variance is due to:

- The total actual barrels of fuel consumed in March were 1,472 barrels lower than projected, resulting in a positive impact on the recovery position of \$118,387;
- Net price variance negatively impacted the recovery position by \$4,790; and
- Actual May electric sales were 893,285 KWH's lower than projected. This variance resulted in a net negative impact on the fuel recovery position of \$85,815.

Our detailed working paper supporting this analysis has been included in the MFR (please refer to Page 18 "FAR Recovery Variance Analysis") as requested per the Authority's email dated 25 January 2017.

May Net Metering:

A total of 344 residential net metered customers were billed in May, with 82 of those customers in a net excess credit position. The total credit amount paid to these customers was \$6,923. These customers were credited back at BELCO retail rates due to contractual obligations.

In the commercial and demand customer groups, a total of 4 customers were credited for energy generated by their photovoltaic systems at the avoided cost rate of \$0.1736 as directed by the Clarifying Order. The total amount credited in May to these customers was \$4,984.

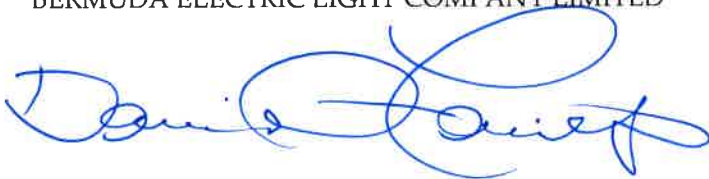
Our detailed working paper supporting this analysis has been included in the MFR (please refer to Page 17 "Net Metering").

We will continue to monitor our projections to ensure that our submitted FAR requests enable us to achieve a break-even position on fuel costs. We will also continue to report net metering activity as noted above until we are directed otherwise by the Authority.

Should you have any questions concerning the above, please do not hesitate to contact us.

Yours sincerely,

BERMUDA ELECTRIC LIGHT COMPANY LIMITED



David Faries, CPA, CA, JP  
Vice President, Finance & Group Controller



Bermuda Electric Light Company Limited

Fuel Adjustment Submission

**FOR PUBLIC DISCLOSURE**

July 2017

This submission is filed by Bermuda Electric Light Company Limited (“BELCO”) with the Regulatory Authority of Bermuda (the “Authority”) using the minimum filing requirements (“MFR”) format established by the Energy Commission in its directive letter sent to BELCO dated December 30, 2013.

In accordance with Section 33 of the Regulatory Authority Act 2011, BELCO claims confidentiality over certain information provided to the Authority. That information is therefore excluded from the redacted version of this filing on the grounds that disclosure of the information would have, or could reasonably be expected to have, an adverse effect on BELCO’s commercial interests

# Fuel Adjustment Submission

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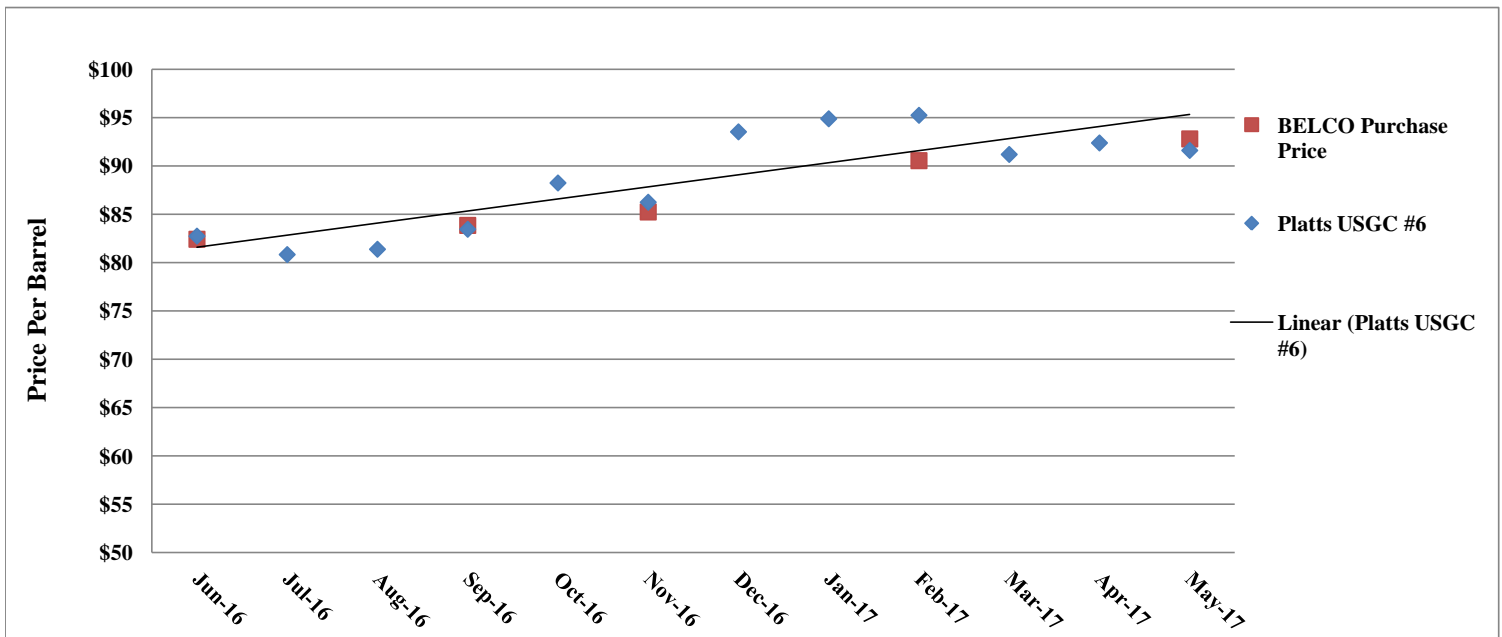


### Heavy Fuel Oil Purchased

Versus

### Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil

Previous Twelve Months

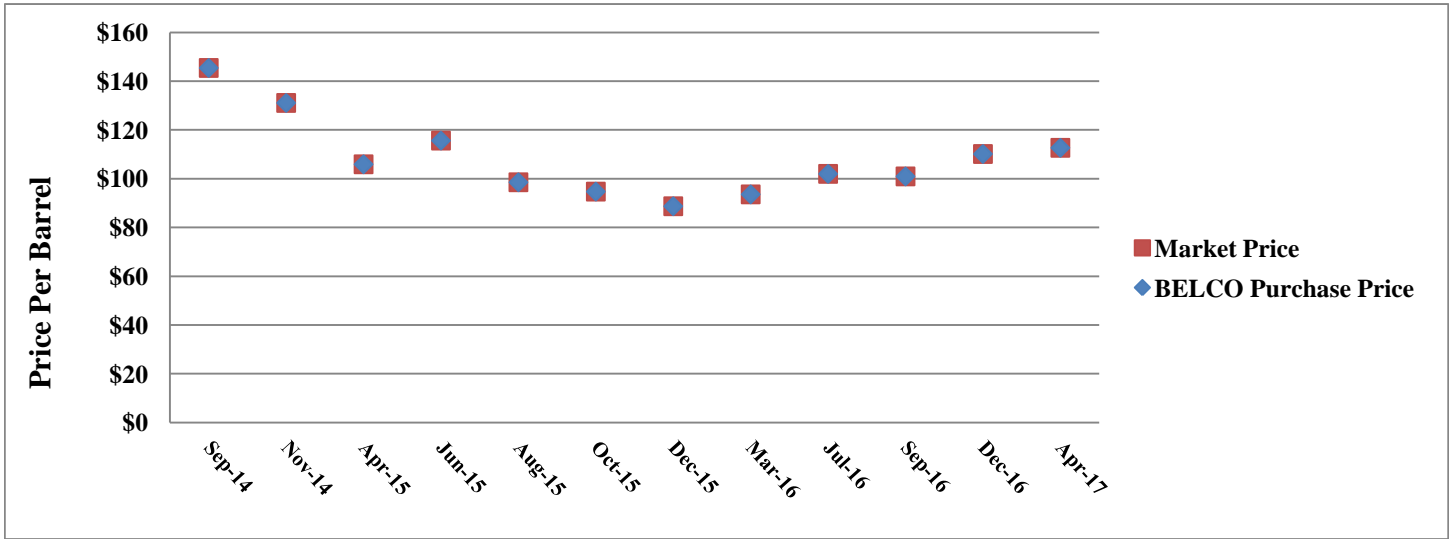


N.B. In accordance with the Fuel Supply Agreement for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil between BELCO and Shell Western Trading Limited, the contracted price is stipulated as the 30-day average for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil.



**Diesel Fuel Oil Purchased**

**Previous Twelve Shipments**



N.B. In accordance with the Fuel Supply Agreement for No. 2 Diesel Oil between BELCO and Coral Petroleum Company Limited, the contracted price is stipulated as the Platt's U.S. Gulf Coast Waterborne mid Ultra Low Sulfur Diesel, 3-day average center Bill of Lading Date which is the date the fuel is loaded on to the vessel. As BELCO does not enter into forward contracts for the supply of diesel fuel, the price BELCO pays is equal to the Platt's price.



# BELCO

## Heavy Fuel Oil Inventory Activity

### Previous Twelve Months

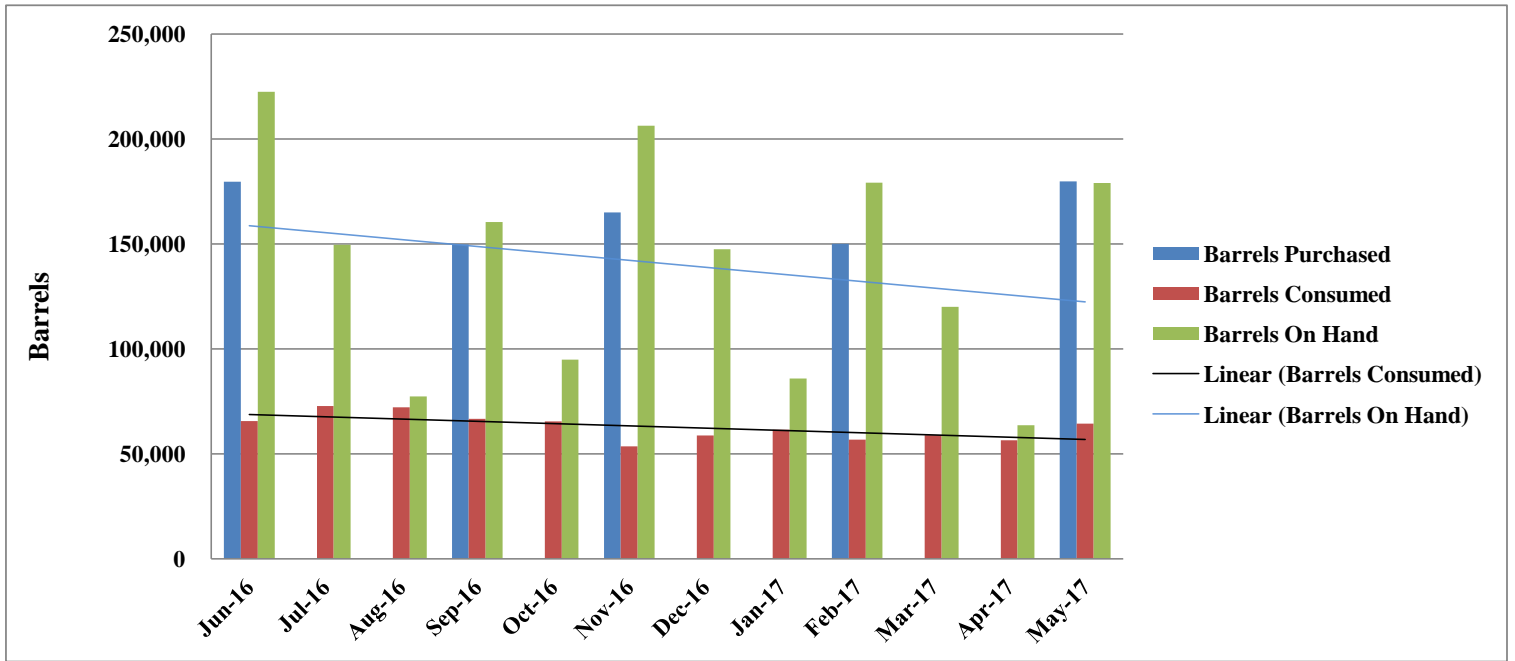
<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
June, 2016	179,621.88	65,692.00	222,511.23
July, 2016	-	72,880.00	149,631.23
August, 2016	-	72,216.00	77,415.23
September, 2016	149,880.68	66,740.00	160,555.91
October, 2016	-	65,575.00	94,980.91
November, 2016	165,045.90	53,649.00	206,377.81
December, 2016	-	58,844.00	147,533.81
January, 2017	-	61,588.00	85,945.81
February, 2017	150,066.01	56,841.00	179,170.82
March, 2017	-	59,011.00	120,159.82
April, 2017	-	56,518.00	63,641.82
May, 2017	179,858.58	64,433.00	179,067.40





## Graph of Heavy Fuel Oil Inventory Activity

### Previous Twelve Months





## Diesel Fuel Oil Inventory Activity

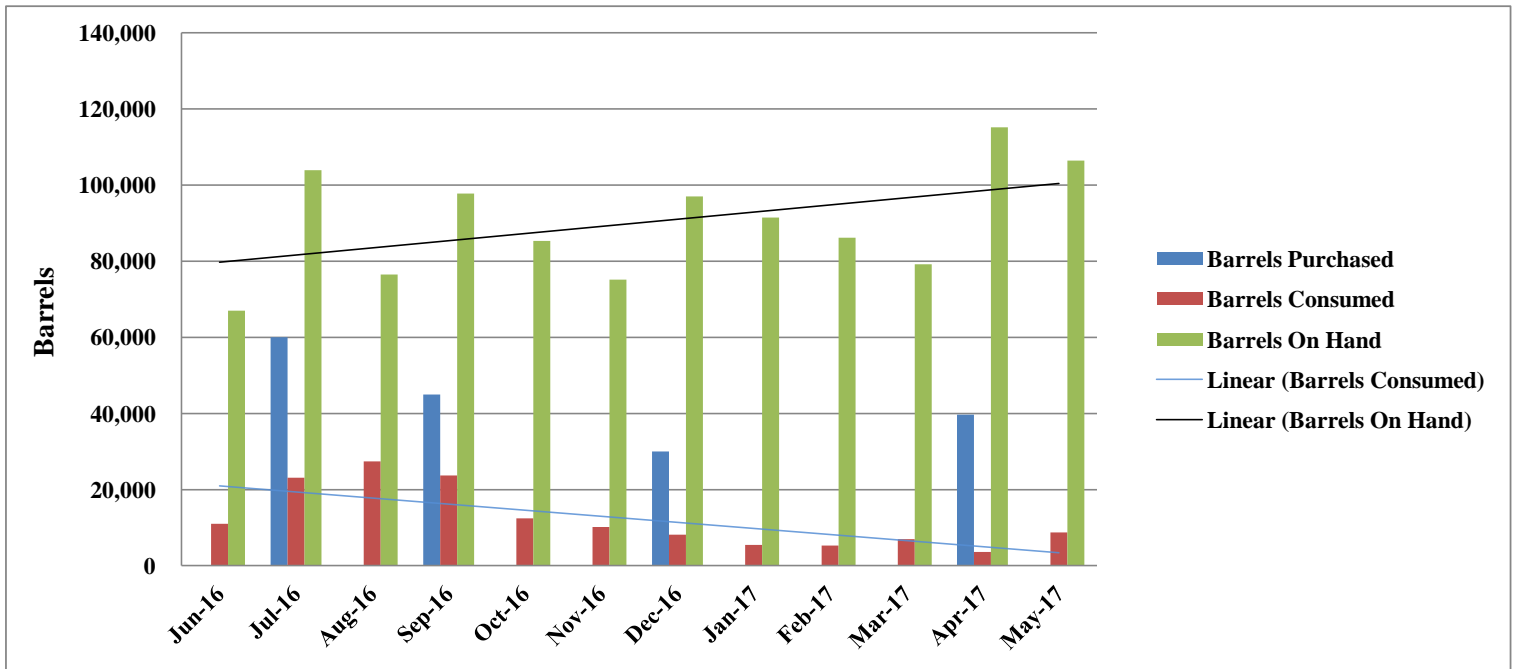
### Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
June, 2016	-	11,012.69	67,018.91
July, 2016	60,013.52	23,110.99	103,921.44
August, 2016	-	27,414.40	76,507.04
September, 2016	44,939.15	23,686.64	97,759.55
October, 2016	-	12,448.60	85,310.95
November, 2016	-	10,151.61	75,159.34
December, 2016	30,003.67	8,182.48	96,980.53
January, 2017	-	5,468.49	91,512.04
February, 2017	-	5,324.16	86,187.88
March, 2017	-	6,984.19	79,203.69
April, 2017	39,645.26	3,648.83	115,200.12
May, 2017	-	8,774.56	106,425.56



## Graph of Diesel Fuel Oil Inventory Activity

### Previous Twelve Months





## **Heavy Fuel Oil Costs Per Shipment**

In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.

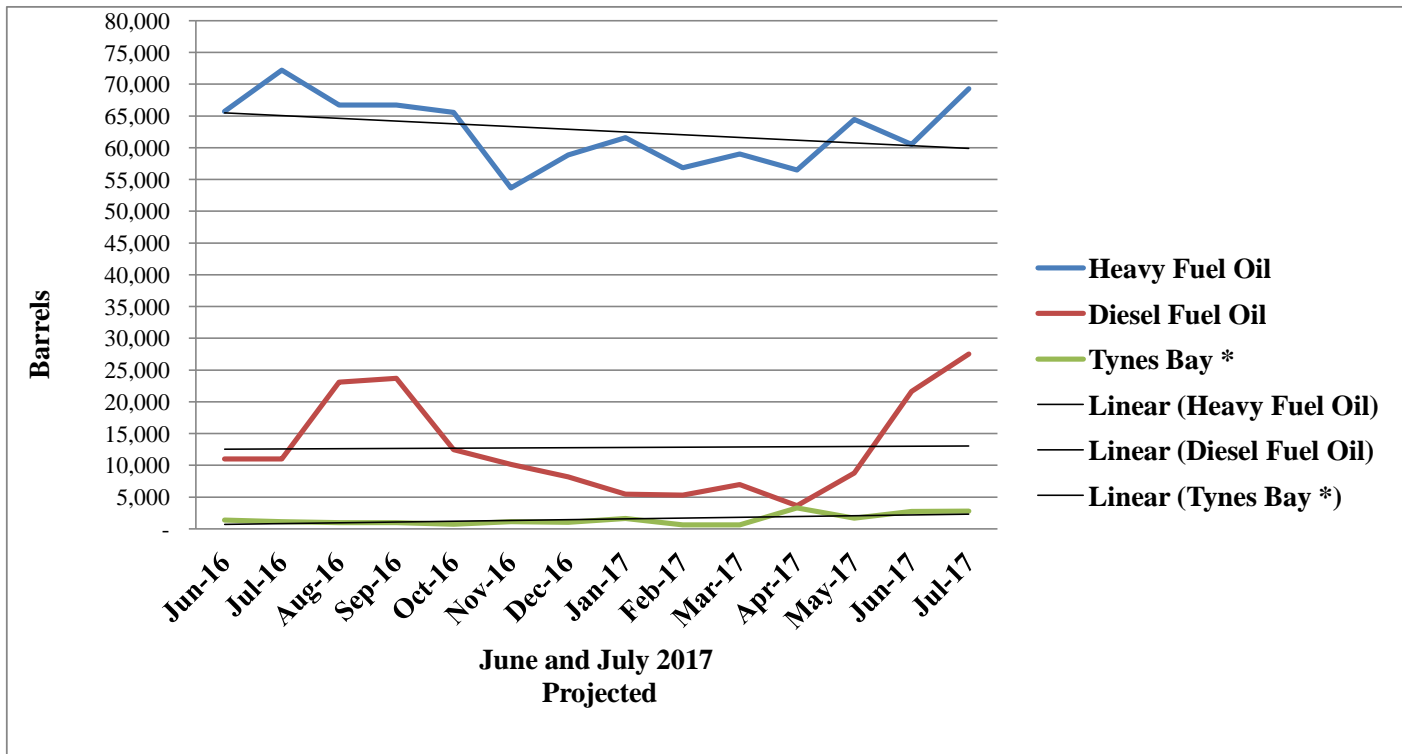


## **Diesel Fuel Oil Costs Per Shipment**

In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.



**Barrels of Fuel Consumed**  
**Previous Twelve Months**  
**Plus Two Month Forward Projection**



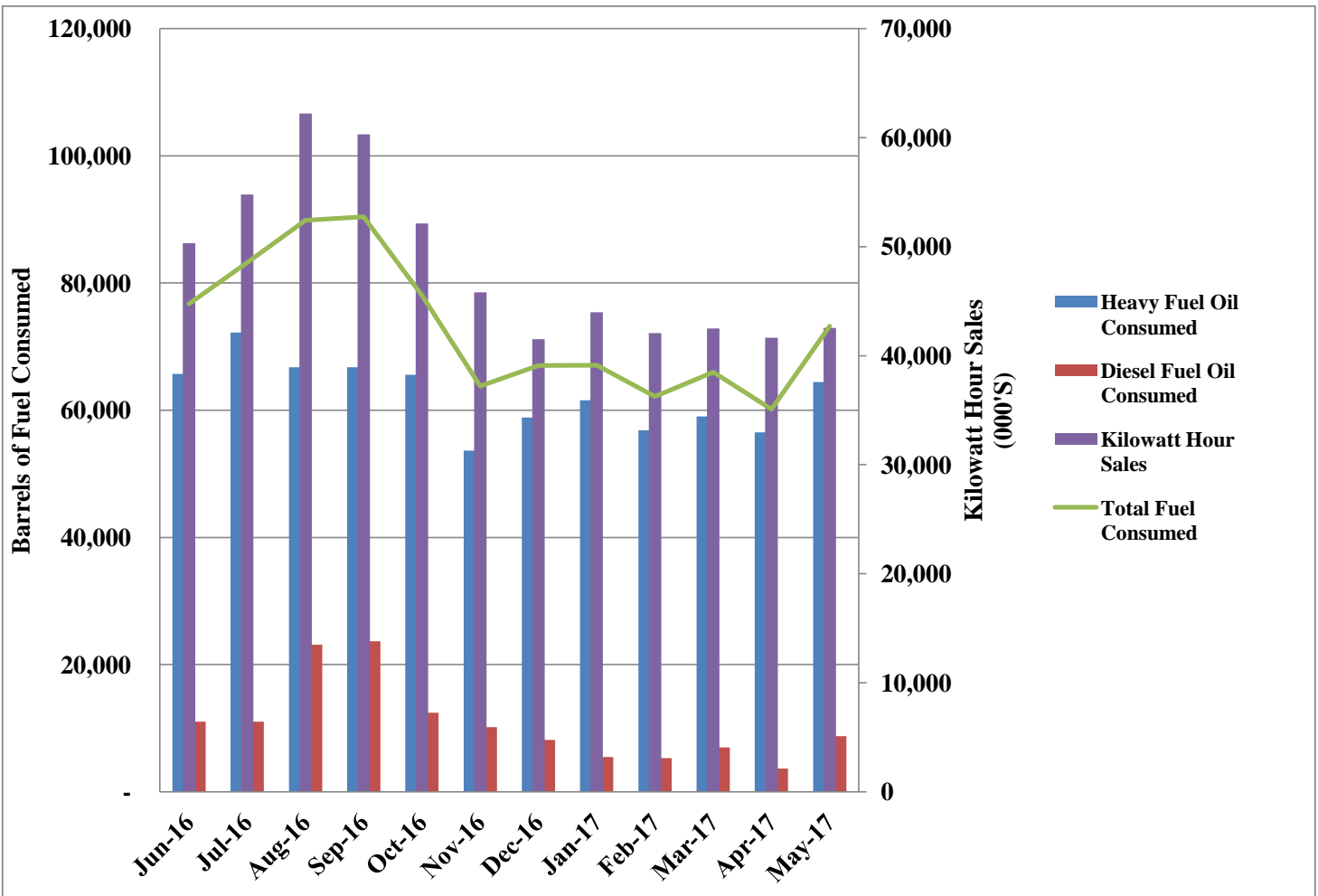
\* BELCO calculates an efficiency rating for its generators on a monthly basis. This is calculated as the estimated kilowatt hours that will be generated that month divided by the estimated number of barrels of fuel that will be used. Therefore, the equivalent barrels of fuel is calculated for Tynes Bay as the amount of kilowatt hours delivered by Tynes Bay to BELCO divided by this budgeted efficiency rating.



**Fuel Consumption**

**Versus**

**Kilowatt Hour Sales**

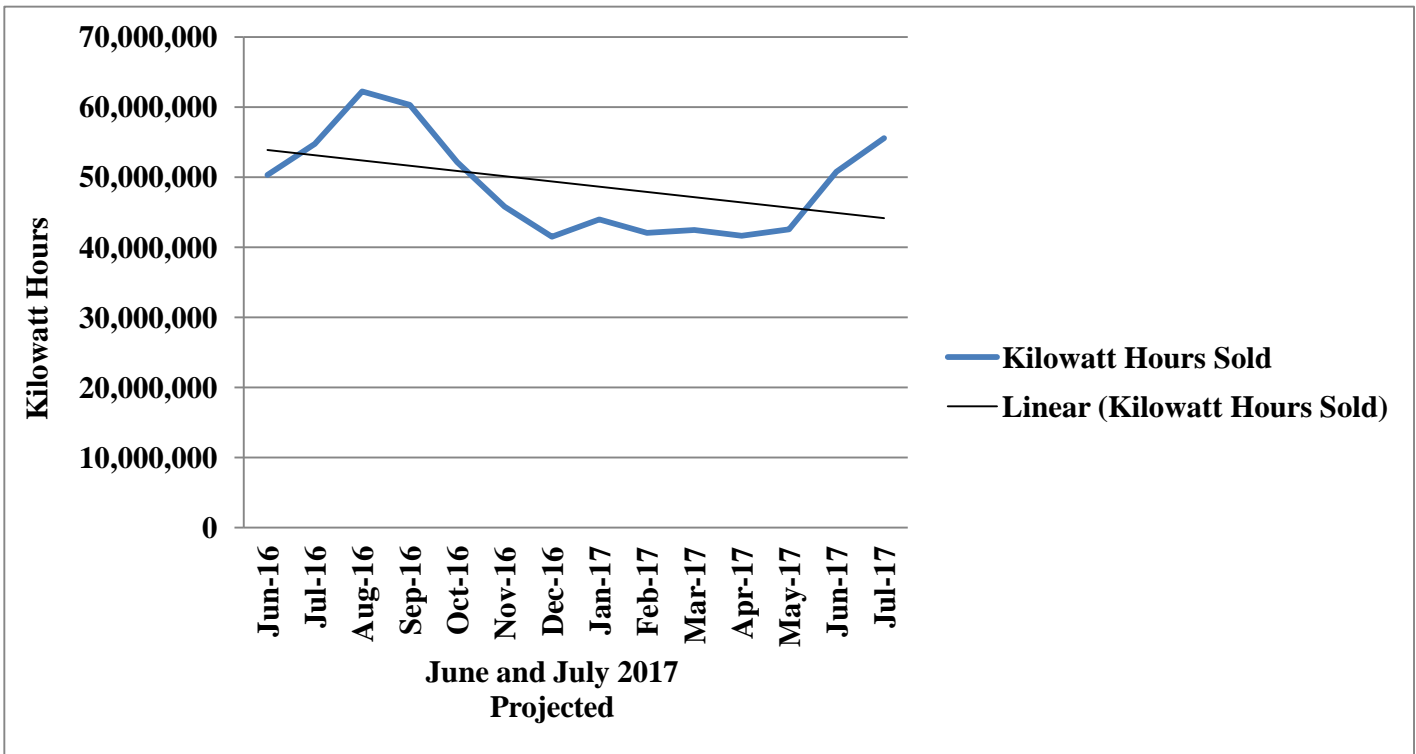




**Kilowatt Hour Sales**

**Previous Twelve Months**

**Plus Two Month Forward Projection**

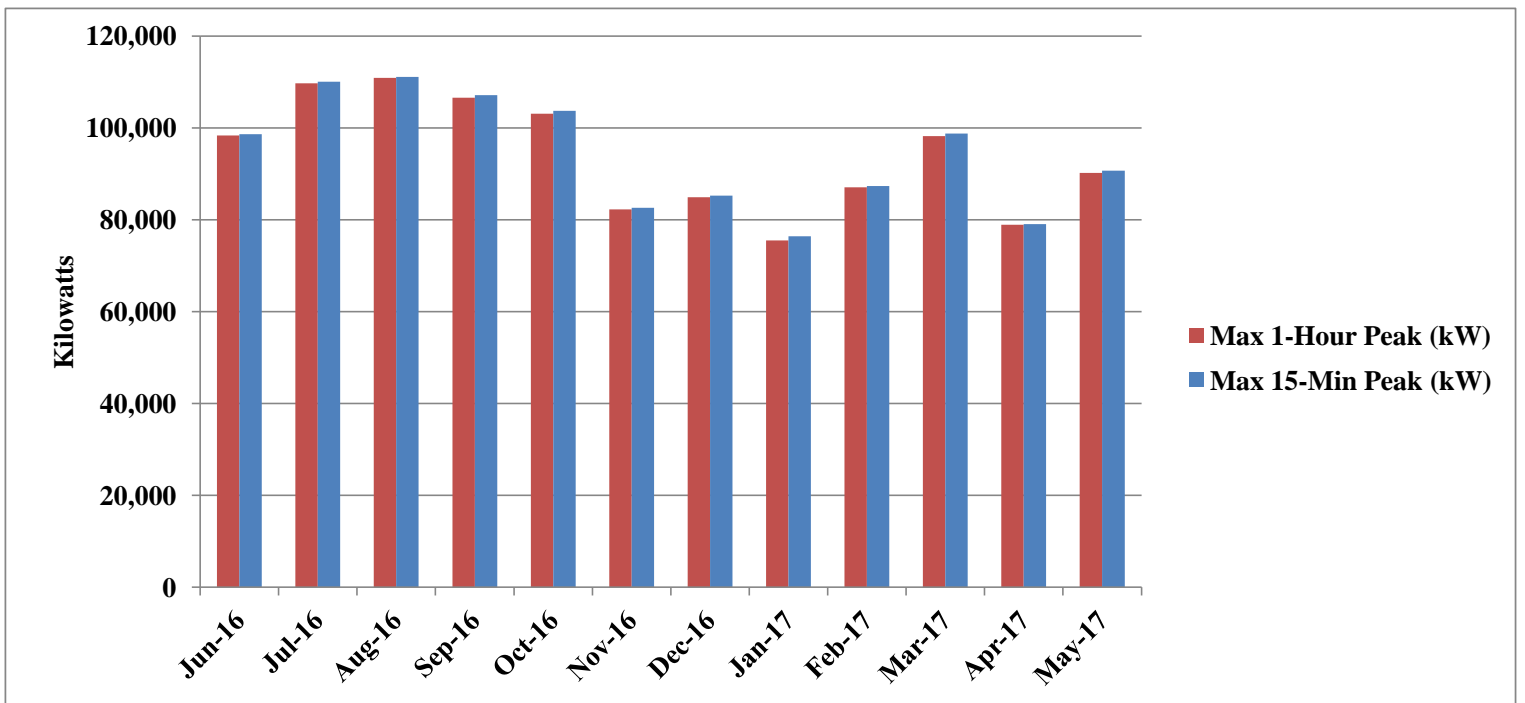






## Maximum 15-Minute & Hourly Peak Kilowatt Hour Demand

Previous Twelve Months





### Fuel Adjustment Rate

Versus

### Platt's Indices for Heavy and Diesel Fuel Oils





**Net Metering**

**Photovoltaic Systems**

**May 2017**

	<b>Delivered kWhs</b>	<b>Received kWhs</b>	<b>Net kWhs</b>	<b>Number of customers</b>	<b># Customers in NET Credit (\$) Position</b>	<b>Total Credit Amount</b>
<b>Residential</b>	251,346	150,432	100,914	344	82	\$ (6,923.05)

	<b>Delivered kWhs</b>	<b>Received kWhs</b>	<b>Net kWhs</b>	<b>Number of customers</b>	<b>Total Credit Amount</b>
<b>Commercial/Demand</b>	235,550	28,710	206,840	4	\$ (4,984.05)

# BELCO

## Fuel Adjustment Over / (Under) Recovery

For the Month Ended 31 May 2017

	\$	\$	\$
<b>Opening Balance at 1 May 2017</b>			<b>1,443,560</b>
<b><u>Fuel Consumption</u></b>			
Diesel - 612.04 @ \$101.9777	62,414		
Diesel - 8,162.52 @ \$101.0355	824,704		
Less: Fuel Consumption @ \$30/bbl	<u>(263,237)</u>	623,881	
Heavy - 3,575.81 bbls @ \$89.9129	321,511		
Heavy - 30,000 bbls @ \$97.9321	2,937,963		
Heavy - 30,066.01 bbls @ \$94.9722	2,855,435		
Heavy - 791.18 bbls @ \$90.5204	71,618		
Less: Fuel Consumption @ \$30/bbl	<u>(1,932,990)</u>	4,253,537	
Tynes Bay - 1,176,060 kWh @ \$0.185	217,571		
Less: (1,176,060 kWh /704.4) 1,669.59 bbls @ \$30/bbl	<u>(50,088)</u>	167,483	
		<u>5,044,902</u>	
Deduct: Fuel Adjustment Revenue		<u>4,040,140</u>	
May over / (under) recovery			(1,004,761)
Interest Expense			0
<b>Ending Balance at 31 May 2017</b>			<b><u>438,799</u></b>





## Fuel Consumption Projections

### Forward Three Months

Shipment Date	Type	Hedged	Amount (Barrels)	Total Cost/Barrel	FADJ (less \$30/bbl)
May 2017	Heavy	Yes	59,208.82	90.5204	60.5204
May 2017	Heavy	Yes	30,000.00	98.3877	68.3877
May 2017	Heavy	No	89,858.58	92.4264	62.4264
July 2017	Heavy	Yes	60,000.00	90.8246	60.8246
September 2016	Diesel	No	36,776.63	101.0355	71.0355
December 2016	Diesel	No	30,003.67	110.3045	80.3045
April 2017	Diesel	No	39,645.26	112.6668	82.6668



**Fuel Adjustment Over/(Under) Recovery Projections**

**At Existing Fuel Adjustment Rate**

**Three Months Forward**

<b>Over (Under) Recovery account as at end of previous month:</b>					<b>\$ 438,799</b>
<b>Projected kWh Sales - June 2017</b>	50,775,080		FADJ	10.50	\$ 5,331,383
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>
	<b>Diesel</b>	<b>September 2016</b>	21,650	\$ (71.04)	\$ (1,537,918.58)
	<b>Heavy</b>	<b>May 2017</b>	59,209	\$ (60.52)	\$ (3,583,341.47)
	<b>Heavy</b>	<b>May 2017</b>	1,320	\$ (68.39)	\$ (90,284.07)
	<b>Tynes Bay</b>	<b>N/A</b>	2,743	\$ (101.11)	\$ (277,390.66)
	<b>Total Barrels</b>		<b>84,922</b>		<b>(157,551)</b>
<b>Projected Over (Under) Recovery account as at end of this month:</b>					<b>281,247</b>
<b>Projected kWh Sales - July 2017</b>	55,590,644		FADJ	10.50	\$ 5,837,018
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>
	<b>Diesel</b>	<b>September 2016</b>	15,127	\$ (71.04)	\$ (1,074,527.73)
	<b>Diesel</b>	<b>December 2016</b>	12,405	\$ (80.30)	\$ (996,207.04)
	<b>Heavy</b>	<b>May 2017</b>	28,680	\$ (68.39)	\$ (1,961,346.93)
	<b>Heavy</b>	<b>May 2017</b>	40,590	\$ (62.43)	\$ (2,533,898.81)
	<b>Tynes Bay</b>	<b>N/A</b>	2,781	\$ (96.74)	\$ (269,007.33)
	<b>Total Barrels</b>		<b>99,583</b>		<b>(997,970)</b>
<b>Projected Over (Under) Recovery account as at end of this month:</b>					<b>(716,723)</b>
<b>Projected kWh Sales - August 2017</b>	60,490,436		FADJ	10.50	\$ 6,351,496
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>
	<b>Diesel</b>	<b>December 2016</b>	17,598	\$ (80.30)	\$ (1,413,222.68)
	<b>Diesel</b>	<b>April 2017</b>	13,942	\$ (82.67)	\$ (1,152,515.73)
	<b>Heavy</b>	<b>May 2017</b>	49,268	\$ (62.43)	\$ (3,075,648.85)
	<b>Heavy</b>	<b>July 2017</b>	18,376	\$ (60.82)	\$ (1,117,688.52)
	<b>Tynes Bay</b>	<b>N/A</b>	2,970	\$ (93.41)	\$ (277,475.05)
	<b>Total Barrels</b>		<b>102,154</b>		<b>(685,055)</b>
<b>Projected Over (Under) Recovery account as at end of this month:</b>					<b>(1,401,778)</b>



**Fuel Adjustment Over/(Under) Recovery Projections**

**At Requested Fuel Adjustment Rate**

**Three Months Forward**

<b>Over (Under) Recovery account as at end of previous month:</b>						<b>\$ 438,799</b>
<b>Projected kWh Sales - June 2017</b>	50,775,080		FADJ	10.50	\$	5,331,383
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>September 2016</b>	21,650	\$ (71.04)	\$ (1,537,918.58)	
	<b>Heavy</b>	<b>May 2017</b>	59,209	\$ (60.52)	\$ (3,583,341.47)	
	<b>Heavy</b>	<b>May 2017</b>	1,320	\$ (68.39)	\$ (90,284.07)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,743	\$ (101.11)	\$ (277,390.66)	
	<b>Total Barrels</b>		<b>84,922</b>			<b>(157,551)</b>
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>281,247</b>
<b>Projected kWh Sales - July 2017</b>	55,590,644		FADJ	11.50	\$	6,392,924
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>September 2016</b>	15,127	\$ (71.04)	\$ (1,074,527.73)	
	<b>Diesel</b>	<b>December 2016</b>	12,405	\$ (80.30)	\$ (996,207.04)	
	<b>Heavy</b>	<b>May 2017</b>	28,680	\$ (68.39)	\$ (1,961,346.93)	
	<b>Heavy</b>	<b>May 2017</b>	40,590	\$ (62.43)	\$ (2,533,898.81)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,781	\$ (96.74)	\$ (269,007.33)	
	<b>Total Barrels</b>		<b>99,583</b>			<b>(442,064)</b>
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>(160,816)</b>
<b>Projected kWh Sales - August 2017</b>	60,490,436		FADJ	11.90	\$	7,198,362
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>December 2016</b>	17,598	\$ (80.30)	\$ (1,413,222.68)	
	<b>Diesel</b>	<b>April 2017</b>	13,942	\$ (82.67)	\$ (1,152,515.73)	
	<b>Heavy</b>	<b>May 2017</b>	49,268	\$ (62.43)	\$ (3,075,648.85)	
	<b>Heavy</b>	<b>July 2017</b>	18,376	\$ (60.82)	\$ (1,117,688.52)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,970	\$ (93.41)	\$ (277,475.05)	
	<b>Total Barrels</b>		<b>102,154</b>			<b>161,811</b>
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>995</b>





**Commercial Renewable System Excess Energy Rate ("CRSEER")**

**At Requested Fuel Adjustment Rate - Full Cost**

<b>Projected Over (Under) Recovery account as at end of June:</b>						<b>\$ 281,247</b>
<b>Projected kWh Sales - July 2017</b>	55,590,644		CRSEER	16.87		\$ 9,378,142
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>September 2016</b>	15,127	\$ (101.04)	\$ (1,528,326.63)	
	<b>Diesel</b>	<b>December 2016</b>	12,405	\$ (110.30)	\$ (1,368,368.14)	
	<b>Heavy</b>	<b>May 2017</b>	28,680	\$ (98.39)	\$ (2,821,741.53)	
	<b>Heavy</b>	<b>May 2017</b>	40,590	\$ (92.43)	\$ (3,751,604.21)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,781	\$ (126.74)	\$ (352,425.93)	
	<b>Total Barrels</b>		<b>99,583</b>			(444,325)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>(163,078)</b>
<b>Projected kWh Sales - August 2017</b>	60,490,436		CRSEER	16.97		\$ 10,265,227
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>December 2016</b>	17,598	\$ (110.30)	\$ (1,941,171.68)	
	<b>Diesel</b>	<b>April 2017</b>	13,942	\$ (112.67)	\$ (1,570,766.73)	
	<b>Heavy</b>	<b>May 2017</b>	49,268	\$ (92.43)	\$ (4,553,700.85)	
	<b>Heavy</b>	<b>July 2017</b>	18,376	\$ (90.82)	\$ (1,668,956.52)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,970	\$ (123.41)	\$ (366,586.75)	
	<b>Total Barrels</b>		<b>102,154</b>			164,044
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>967</b>

Note: CRSEER is calculated to have no impact on the FAR over (under) recovery balance

# BELCO

## Generators Available for Service

May 2017

Generator	Available	Type of fuel Consumed	Barrels of Fuel Consumed	Efficiency Rating*
E1	yes	HFO	9292	681
E2	yes	HFO	9382	661
E3	yes	HFO	1558	692
E4	yes	HFO	6463	699
E5	yes	HFO	5214	654
E6	yes	HFO	11515	693
E7	yes	HFO	11845	718
E8	yes	HFO	11748	730
D3	yes	LFO	2622	610
D8	yes	LFO	2166	622
D10	yes	LFO	2650	617
D14	yes	LFO	445	582
GT4	yes	LFO	23	388
GT5	yes	LFO	143	420
GT6	yes	LFO	133	460
GT7	yes	LFO	83	458
GT8	yes	LFO	32	444

\* Efficiency Rating = Amount of kilowatt hours generated per barrel consumed



## Generators Out of Service

May 2017

Unit	Category	Type	Forced Outage Details	Outage Date	Return Date
D10	Main Engine	MO	Unit out to address loose and sheared foundation bolts	5/31/17	5/31/2017
E1	Main Engine	MO	Cylinder #2 fuel pump replacement	5/28/17	5/29/2017
D3	Main Engine	MO	cylinder lubricator boxes being replaced	5/27/17	05/28/17
E4	Main Engine	MO	Fuel leaks x 3, JCW sensing line leak	5/26/17	05/27/17
E5	Auxiliary Systems	MO	W/W system failure and odd jobs	5/24/17	05/26/17
E5	Main Engine	MO	Follow up jobs	5/21/17	05/22/17
E2	Main Engine	MO	Cyl #2 PRSB	5/20/17	05/21/17
GT4	Auxiliary Systems	FO (Immediate)	Repairs to Auxiliary Transformer	5/19/17	05/21/17
E5	Main Engine	FO (Immediate)	Unit forced out due to nutshelling pipes and pot failure.	5/19/17	05/19/17
E6	Main Engine	FO (Immediate)	blown fuel seals	5/19/17	05/19/17
E1	Main Engine	FO (Immediate)	E1 cyl 4 hi pressure fuel delivery pipe leak at distributor	5/19/17	05/20/17
E6	Main Engine	MO	repairs to fuel leaks	5/18/17	05/19/17
E2	Main Engine	MO	Camshaft seal, leaking injector, cylinder head to be replaced and crankcase inspection	5/16/17	05/18/17
E5	Main Engine	SE of PO	Planned Outage follow up	5/14/17	05/16/17
E3	Main Engine	PO	engine converted to P.O. from F.O.	5/8/17	on going
E8	Main Engine	MO	2 L fuel rail seals	5/8/17	05/08/17
E3	Main Engine	FO (Immediate)	Fuel leak required to be taken out before outage	5/7/17	05/08/17
E1	Main Engine	MO	Leaking cyl Head No 4 and JW return manifold Bracket to be addressed	5/5/17	05/07/17
E6	Auxiliary Systems	FO (Immediate)	Nozzle cooling water leak on rail	5/5/17	05/05/17
E1	Electrical System	FO (Immediate)	Suspect that Black Start Generator test run transfer back to normal supply did not occur correctly.	5/4/17	05/04/17
E2	Electrical System	FO (Immediate)	Suspect that Black Start Generator test run transfer back to normal supply did not occur correctly. E1 shut down and then E2 due to overloaded station transformer.	5/4/17	05/04/17
E8	Main Engine	MO	MO for LO return Bellows replacement and servicing replacing of the common PLC power supply	5/4/17	05/04/17
E7	Main Engine	MO	MO to ICW Inlet and Outlet Bellows to be replaced and change out of the UPS	5/3/17	05/04/17
E3	Main Engine	FO (Immediate)	cylinder 3L fuel pump crown leak	5/3/17	05/03/17



## Scheduled Generator Maintenance

June 2017

Generator	Maintenance Type	Outage Date	Return Date
E2	9K Service	6/12/2017	6/22/2017
E6	9K Service	6/26/2017	7/6/2017
E3	13.5K Service	5/8/2017	On Going



## **Other Events Affecting the Fuel Adjustment Rate**

- 1. Details of any insurance claims submitted by BELCO which directly impact the Fuel Adjustment Rate.**  
No insured losses have been incurred by BELCO during the filing period that would result in a potential insurance claim.
- 2. Any major events that have a direct impact on the Fuel Adjustment Rate.**  
None
- 3. Changes in Debt Facilities Affecting the Fuel Adjustment Rate.**  
The overdraft facility of \$18 million was renewed and will expire 31st July 2017.